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A. S. WATSON & CO.
LIMITED,

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[25]

NOTICE TO CORRESPONDENTS.
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Correspondents must forward their names
and addresses with communications addressed
to the Editor, not for publication
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All letters for publication should be
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DEATH.

At the Italian Convent, on the 26th instant,
at 6.30 p.m., GOLDINA BLUMENTHAL, aged 6
months and 3 days, daughter of Mr. and Mrs.
N. Blumenthal. [645]

HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, APRIL 27TH, 1911.

THERE were some extraordinarily interesting statements in the lengthy telegram we published yesterday giving a digest of certain questions and answers in Parliament relating to the military contributions of the Eastern Crown Colonies. But what is specially to be noted is the entire absence of any reference to the official inquiry which from the references made in Council by H. E. The GOVERNOR to the military contribution we have understood has been proceeding for the past two years or more. It comes as a great surprise to learn on the authority of the Secretary of State for the Colonies that the maximum limit of military contribution in the cases of Hongkong and the Straits Settlements is the whole cost of the Garrison. We stand open to correction, but we believe this is the very first occasion on which this has been made known to the Colony of Hongkong, and the limit is one against which the taxpayers of Hongkong have every right and reason to protest. We know, of course, that actually the military contribution, large as it is, does not cover half the expenditure done on the Garrison. According

the estimates for the current year the expenditure on the Garrison will be £297,400, while the amount of the Colony's military contribution is expected to be £118,000. The expenditure covered by this sum of £297,400 does not, we are told, include expenditure under the Military Works Act (if any), nor does it include the cost of sea transport, nor of ammunition, arms, accoutrements, barrack, hospital and other stores, which are all supplied from Home, and in the same way the recruiting and training expenses incurred at Home, the headquarters administrative expenses and the non-effective charges are all excluded from the list of expenditures which go to make up the total we have given. Even without the addition of these expenditures it will be seen that if this Colony were squeezed to the limit of the direct cost, it would represent more than 50 per cent of the present revenue of the Colony. What we want rather is some reduction in the present amount of the contribution, or at least we desire that this contribution shall not automatically increase as the strain upon the Colony's resources for urgent local needs becomes greater. That is what is happening at the present time. The basis of the levy is such that the more the Colony has to tax itself to meet local needs the greater becomes the amount of military contribution demanded, for the basis of assessment is 20 per cent. of the revenue. We are sorry not to find in the telegraphic summary of the speeches made in Parliament on Monday any reference to an impending change in the incidence of this levy, but rather a very pointed intimation that the Imperial Government is receiving from the Colonies of Hongkong and the Straits Settlements sum which fall very far short of the expenditure on the Garrisons maintained at these stations. On the other hand it must not be forgotten that the taxpayers who are expected to defray this expenditure have not the last power of control over the size of the garrison or the money spent upon it. Colonel YATE, who questioned the Secretary of State for the Colonies, as well as the Prime Minister on the subject of the military defence of the Crown Colonies, seems to be under the impression that the garrison at Hongkong is here purely for the defence of the Colony, but it is unnecessary for us to point out that the troops stationed here are available for the protection of British property and British interests in the Far East wherever they are attacked. The British community of Shanghai, for instance, counts as much upon the help of the British forces stationed in Hongkong in time of difficulty and danger as does the population of Hongkong, but Shanghai's contribution to the maintenance of British troops in the East is limited to its expenditure on the maintenance of a Volunteer Force. In these days of increasing armaments we fear there is not much prospect of the burden of the Eastern Crown Colonies being lightened, but the whole question is one that might be usefully discussed at the Imperial Conference.

Another fatal case of plague (Chiness) was reported as having occurred at Centre Street yesterday.

We learn that the Queen Mother of Siam will be coming to Hongkong shortly and will spend the summer here.

The next Gymkhana meeting under the auspices of the Gymkhana Club takes place at the Happy Valley on May 20th, and the programme is now published.

At the Magistracy yesterday Mr. Wood sentenced a Chinese to twelve months' imprisonment and six hours' stocks for returning from banishment.

Lady Lugard is entertaining at Government House this afternoon a number of Chinese children whom her Ladyship is interesting in the work of the Ministering Children's League.

Lieut. E. St. G. Kirke, R.E., contributed to the Maroh number of the Royal Engineers' Journal an article descriptive of the Peak cable tramway at Hongkong. Col. F. T. W. Spratt Bowring, C.B., late R.E., writes on the work of the R.E. in the Boxer War.

Three Chinese, two men and one woman, were charged before Mr. Halifax at the Magistracy yesterday with behaving in a disorderly manner near the America Mission in Bridge Street. One of the defendants was sentenced to a week's imprisonment with hard labour, the woman was bound over in the sum of \$10 to be of good behaviour, and the third defendant, who was proved to be a spectator, was discharged.

On Tuesday afternoon a collision occurred between police launch No. 5 and a Customs launch near a wharf on the Praha. A seaman on the former launch was thrown overboard by the impact, and when nearly exhausted was rescued by Detective-Sergeant John Grant, who, luckily for the drowning man, arrived on the scene in the nick of time. The Customs launch was badly damaged in the bows, but the damage done to the police launch was slight.

The C.P.R. Co.'s str. *Monteagle* arrived at Kobe at 6.30 a.m. on the 25th inst., and left again at 7 p.m. same day for Yokohama, where the fatal shot is believed to have been fired by a person on the wrecked steamer who was endeavouring to keep the fishermen off.

The P. & O. S. N. Co.'s str. *Assaye* left Shanghai for this port on the 25th instant, at 9 p.m. and is due here to-morrow at about 8 a.m. The P. M. S. S. Co.'s str. *Siberia*, which sailed from Hongkong on the 24th ult., arrived at San Francisco on the 20th inst.

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WRECK OF THE "ASIA."
CAPTAIN GAUKROGER'S SEAMANSHIP SAVES MANY LIVES.

STORY OF THE "AMBICA MARU."

When the T.K.K. steamer *America Maru* arrived in port yesterday morning Captain A. G. Stevens was sought by a representative of the *Daily Press* who obtained from him the following story of the wreck of the *Asia*. After the *America Maru* passed the Tungsuan Lighthouse in the river at Shanghai she encountered a dense fog; so dense, in fact, that the Captain thought it advisable to steam round the Saddle instead of taking the usual passage. The vessel had just got round those islands on Sunday morning when two wireless messages from the *Asia* were intercepted. The first was received at 8.30 a.m. and the second at 11.30 a.m. Both messages were somewhat distorted, but they were sufficiently clear to enable those on board to realize that the *Asia* was in trouble at Finga Rocks between Foochow and Shanghai.

As soon as Captain Stevens learned the purport of the messages the *America Maru* was sent full speed ahead in the direction of Finga Island, notwithstanding the heavy fog which obscured everything. She was steaming about 15 knots, a perilous pace in the dangerous waterways of the China coast with a fog enclosing the ship like a pall. But Captain Stevens knew not in what critical condition the passengers and crew of the stranded vessel might be, so the *America Maru* was sent ahead and steered by dead reckoning and by soundings. She anchored about 6.30 o'clock on Sunday evening as near as the Captain thought he could go to the Finga Rock, but no whistles were heard and there was nothing to indicate the bearing of the *Asia*; and no answering signals were sent to the *Asia* from the whistle of the *America Maru*. Before daylight on Monday morning the fog lifted and the Captain was then found that he was within three miles of the Finga Rock. The anchor was weighed, and the Japanese vessel was taken within a quarter of a mile of the *Asia* and again moored. Just then the *Shaoching*, which had arrived on the scene about two hours after the accident, approached the *America Maru* and held. The *Shaoching* had been informed that all the passengers were safe, but that some of the crew were missing. Shortly afterwards a junk was observed to be approaching the *America Maru*. In its stern, with a cocked revolver in his hand, stood the first engineer of the wrecked vessel, Mr. Cousins. The junk had rescued the engineer and five members of the crew from boats, in which they had been drifting all night, but the Chinese were unwilling to transfer their charges to the *America Maru*, fearing that they would lose their share of the booty if they did not speedily join the looters who swarmed the *Asia*. The persuasion of Mr. Cousins, however, was set to be denied, and the weary mariners were soon safe and sound aboard the Japanese steamer. After gathering a hurried account of their experiences, Captain Stevens sent a boat ashore to search for any other members of the crew who might be missing. As the *Shaoching* passed his vessel again Captain Stevens hailed the master and informed him that he had some of the *Asia*'s crew aboard. A boat was sent to the *America Maru* and the crew were transferred to the *Shaoching*. It was then found that those six men completed the missing list with the exception of a European water tender. The master of the *America Maru* semaphored to his boat's crew ashore to look for the water tender in the sampans in the vicinity, and about the rocks, but the missing man could not be found, although he was last seen to have safely boarded a junk. The master of the *Shaoching* then signalled Captain Stevens that he was short of provisions, and would have to proceed on his voyage. He left at 10 a.m. on Monday, and just after his departure the steamer *Wooching* arrived on the scene. The news was signalled to the master of that vessel, and Captain Stevens after informing him that he was unsuccessful in his search for the missing man, left the *Wooching* standing by. The *America Maru* being a mail boat and having already lost a day, had to proceed with all haste, and left the scene of the wreck for Hongkong at about 9 a.m. on Monday morning.

Photographs in the possession of Captain Stevens show that the *Asia* is aground on the inside of Finga Rock, and it would appear that she jumped right on to the rock. The fore part of the vessel is half out of the water, and while the after part was still afloat, the decks are awash. No 1 hatch was practically high and dry, but there was water in the lower hold of the second hatch. The saloon cabins were also dry. The *Asia* is believed to have been travelling at a good speed at the time of the collision, and she took the rocks at about 5.30 a.m. on Sunday morning.

Captain Stevens had little to say about the looting and looting, but from other apparently trustworthy sources our reporter learned that the appearance of a number of Chinese boat people, almost simultaneously with the foundering of the steamer, caused no little anxiety. When the vessel struck sampans and junks seemed to come up out of the sea. Notwithstanding the dense fog they were there early to participate in the rush for the spoil. Their crews did not interfere with passengers or crew to any extent, but they could not be kept clear of the steamer. The Chinese craft surrounded the *Asia*, and as passengers and crew took to the boats they swarmed aboard. In the excitement which their appearance created, a Chinese woman, who was a passenger to America, was shot dead.

The delegates admired the Chinese patent rat cages, showing originality which deserves adoption by them.

LATEST STEAMER MOVEMENTS.

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When the *America Maru* arrived at the scene of the wreck crowds of Chinese were visible on the deck of the *Asia*. The Japanese steamer blew her whistle and the looters sought shelter on the off side of the vessel, but they did not attempt to leave her. The passengers baggage and mails were by this time safe on the *Shaoching*, and the Chinese were left to secure what booty they could. Most of the cargo was stowed in the lower holds, thus leaving space in the upper ones for shipments from other ports of call. It is thought that the Chinese will not be able to get much out, and that they will probably be satisfied to take away any articles of value about the deck. It is considered aboard the *America Maru* that there is a good chance of salvaging the No. 1 hold and when that vessel left for Hongkong the looters had not removed the hatches.

The accident is said to have occurred just about the fog boundary line. The weather was calm when the Japanese steamer reached Finga Rock, but when she left the sea was working up. About this point there was a most abnormal northerly set, caused by the strong north-westerly monsoon which had been blowing previously.

The third officer is said to have been on watch at the time of the accident. The Captain of the *Asia* behaved splendidly throughout, as did the passengers and crew. When he discovered that it was impossible to avoid striking the rock, Captain Gaukroger handled his vessel exceptionally well. Had he gone astern instead of acting as he did, it is possible that a great number of the passengers and crew would have been drowned. The Captain was the last man to leave the ship, and before he left he had done all that it was possible for him to do. The prospects of refloating the *Asia* are not hopeful.

She is a single bottom steamer, without ballast tanks, and if it were possible to pull her off the rocks in which she is securely wedged the probabilities are that she would sink.

The *America Maru* did not bring the passengers or crew of the wrecked steamer to Hongkong, as it was their desire to proceed to Shanghai, as the *Shaoching*. We understand that they are to continue their voyage on the *Mongolia*, and that cabins for their accommodation are being erected on the 'tween decks.

THE SIAMESE HEIR-APPARENT IN HONGKONG.

Yesterday H.R.H. Prince Chakrapongse, brother of the King of Siam and Heir Apparent to the Throne, arrived in Hongkong, accompanied by his wife, the Duchess of Pitsanulok, who is of Russian birth, and their suite. His Royal Highness joined the French mail steamer *Australasian* at Saigon, where he had been staying for a few days prior to his embarkation. In deference to His Royal Highness' wishes there was no royal salute on his arrival, and the guard of honour which had been drawn from the Baluchistan Infantry and had arrived at Blake Pier was dismissed. The salute of 21 guns was to be given on the departure of the *Australasian* at six o'clock, but the steamer's departure was delayed and the salute was therefore cancelled. All the British warships in port dressed ship in honour of Royal visit.

A large number of residents assembled on the pier to catch a glimpse of the Prince, who was accompanied ashore by Captain Agg, K.O.Y.L.I., extra A.D.C., and who was met on landing by Sir Paul Chater, C.M.G., Consul for Siam. His Royal Highness did not tarry on the pier, greatly to the disappointment of a number of photographers, but entering a motor car with his A.D.C. and suite, proceeded on a tour of sightseeing. Later he called on Sir Paul Chater at his residence, "Marble Hall."

H.E. the Governor and Lady Luyard invited a large company to meet His Royal Highness at luncheon at Government House yesterday. The luncheon was given in the ballroom, His Royal Highness occupying the seat on His Excellency's right, and the Duchess of Pitsanulok being seated on His Excellency's left. The following ladies and gentlemen were present:

Sir Paul Chater (Consul for Siam) Colonel St. John, Colonel and Mrs. Bedford, Hon. Mr. W. and Mrs. Chatham, Sir Henry Berkeley, Bishop and Mrs. Oldham, Bishop Pozzi, Hon. Mr. Mrs. Brewin, Mons. G. Liebert, Mons. Padeux, Mrs. Anderson, Hon. Mr. C. Clementi, Commodore and Mrs. Eyre, Mrs. Alabaster Major and Mrs. Woldridge, Hon. Mr. and Mrs. Pollock, Hon. Dr. and Mrs. Atkinson, Hon. Dr. H. Kai, Dr. and Mrs. Barrington, Mr. Ashton, Mr. A. Hamilton, Colonel and Mrs. Chapman, Commander and Mrs. Ashton, Captain Caxley, Hon. Captain F. W. Lyons, Mr. F. Hicks, Colonel and Mrs. Wrigley, Mr. B. A. Hale, Mr. and Mrs. Stabb, Rev. Foster Pegg, Captain Power, Colonel Staapola, Hon. Mr. Hewitt, Major Taylor, Rev. O. R. Hughes, Captain Agg, Hon. Mr. Wei Yuk, Lieut. Amorat (A.D.C. to His Royal Highness), Mr. Cooke, Captain Hunt, Colonel and Mrs. Hamilton, Mr. Lloyd, Captain Mitchell-Taylor (A.D.C.), and Captain Simon (Private Secretary).

Captain Taylor, A.D.C., subsequently escorted the Royal party to the Peak.

His Royal Highness is proceeding to Shanghai, and travels thence up the Yen-tze to Hankow, going on from there by train to Peking. From Peking His Royal Highness goes to Tokyo, where he will remain about two days and then go to Vladivostock, where by the courtesy of H.M. the Tsar a special train will be in readiness to convey the Royal party to Moscow. His Royal Highness, it may be mentioned, had his military training in Russia and is a Colonel of one of the Russian regiments.

His Royal Highness is on his way to England to represent His Majesty the King of Siam at the Coronation, and is due to arrive in London on June 19th. He returns to Siam in time for the Coronation of his brother which takes place in December.

TELEGRAMS.

[Protected by the Telegraph Message
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CHINESE REBELS SEEK TO BECOME REGULARS.

PEKING, April 26th.
Six hundred ex-soldiers and Hung-huzos have joined forces in Northern Heilungkiang.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

April 25th.

TO IMPROVE EDUCATION.

In many of the Government schools in this province English is taught, mostly by Chinese who have acquired a smattering of the language either in Hongkong or abroad. As a general rule the accent of these teachers is deplorably bad, and their written composition is worse. Needless to say, they pass on their defects to their pupils, some of whom are desirous of pursuing their studies either in England or America, and the lads are thus seriously handicapped when they leave China. The new Educational Commissioner is fully alive to this defect, and proposes to hold an examination in English for those who are at present teaching that language. The test is to be a essay one, and only those who pass will be allowed to continue in their posts. It is high time that this was done. Not long ago I saw a set of examination papers, the English of the questions of which was exceedingly faulty, while the title of the subject for the essay was entirely unintelligible. It is not said who is going to conduct the examination, but it will not be the Commissioner personally, as he is unable to speak anything but Mandarin and his native Fukien. It is also stated that the Commissioner is desirous of employing the services of several foreign teachers, mostly as instructors in Normal.

FINANCIAL.

As a preliminary to serious steps being taken to put the financial affairs of the province into better order, the Viceroy had ordered the Treasurer to prepare full balance sheets of the various monopolies that have recently been granted. Special attention is to be given to those monopolies, payments on which are still outstanding. It will be remembered that the former lottery monopolist was allowed to get behind in his payments to the extent of more than a million taels, and when His Excellency first arrived here he expressed his extreme displeasure at the want of care that could have allowed such a thing to happen. The step just taken by H. E. is doubtless to prevent a recurrence of bad management. On receipt of the order the Treasurer commanded his subordinates to immediately set about making out the accounts, and they will be ready for inspection in a few days.

A. CORRUPT OFFICIAL.

Those who regularly read this column will doubtless wonder why with such large bodies of troops as this Province contains there are so many armed robberies and so few arrests. Perhaps the following will aid in the explanation. Some influential men of the Sun Wai District have just sent in memorial to the Canton authorities denouncing one of the chief military officers of the district, a man named Li, with corrupt conduct. If the statements made against this officer be true, he has for a long time past been in league with the chief among the banditti, taking money from them so as to purposely cajole at their misdeeds and assisting them to levy a system of blackmail on the villagers. This term "blackmail" is much like that mentioned in the introduction of Scott's "Rob Roy," and means money paid to a gang of robbers to be secure from their attacks. Admiral Li has been ordered to deal with the affair and a special deputy has been sent to investigate into the charges.

PRUDERY.

Outside the Great East Gate there is a fine wide newly-constructed military road, and it is about the only place near this City that persons can take a walk or ride in comfort. There are many richas and "gharries" drawn by small ponies to be hired at the commencement of this road, and it has become the custom for the Chinese to take their families out for drives in the evenings. Now it has greatly offended certain officials that husbands and wives and brothers and sisters often sit together in the same carriage. Such a thing as this is, indeed, truly disgraceful, for it was not done in the time of Confucius! An order is therefore shortly to be issued to the effect that in future men and women must occupy separate carriages.

A. SHORT-LIVED JOURNAL.

On the first day of the present moon a new journal called the *Ho Po* made its appearance with much *clad* and many laudatory remarks from contemporaries. By order of the Taotai of Police this paper has been suppressed. The reason is that it published several eulogistic articles on the assassin Wan Shang Tsao, holding him up as a patriot, and the nature of these articles was not only highly anti-dynastic but likely to cause public disturbances. The paper has therefore been suppressed, but the people are lost in their expressions of disapproval of this action. At this time, excited as the people are, it behoves the officials to do all they can to preserve the public peace, and in the interests thereof the Taotai's action is doubly justifiable.

LOCAL BANK-NOTES.

The natives of this city appear to have but very little trust either in the Treasury or the various Banks that are authorised to issue bank-notes. If one takes a local note to a money-changer to be exchanged for silver a certain amount is taken from the face value of the note. If the reason is asked the exchanger replies that he has got to charge something for his risk in changing the note. A few weeks ago when certain wild rumours were current regarding various banks the exchange charged on notes was very high. This condition of affairs has just been brought to the notice of the Treasurer, who has issued a notice to the effect that if any one is found deducting from the face value of a note he will be severely dealt with.

COMPANY MEETINGS.

UNION INSURANCE SOCIETY OF CANTON.

The annual ordinary meeting of the shareholders of the Union Insurance Society of Canton was held at the Society's office yesterday. Mr. G. H. Melbourn presided, and there were also present: Messrs. A. Forbes, J. W. C. Bonnar, C. R. Lammann, H. A. Sieb, G. Balloch, F. Lieb, G. Friedland (directors), C. Montague Ede (secretary), F. Smyth, C. D. Wilkinson, W. Hutton Potts, A. H. Harris, H. Humphreys, A. B. Rouse, G. C. Moxon, T. Hough, A. R. Lowe, W. Clarke, P. Tester, W. Dunbar, J. H. Gardner, A. G. Cappin, H. Poole, A. S. Hooper, H. W. Robertson, Father Robert A. V. Apear, L. Berlinguene, G. Siemsen, and J. W. Taylor.

The Secretary read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—Before proceeding to the business of the meeting I have to inform you that the negotiations for amalgamation with the North China Insurance Company, of which you were advised in a circular dated 11th January last, have come to an abrupt end. The Directors of that Company having refused to entertain our proposal, stating that the Company was not for sale. In view of the fact that the figure offered was arrived at after very careful consideration, we were naturally surprised that the negotiations had been discontinued, and that generally the terms of the Union offer and the grounds upon which it was refused were not notified to them. It is to be regretted that a union of interest could not be arranged, thereby reducing the percentage of charges all round, as it is only by amalgamation that the charge ratio can be so reduced without impairing efficiency. This argument applies equally to ourselves, and our affiliated company the North China Insurance Company. The report has been in your hands for some weeks, and I will therefore wait for your permission take it as read. You will observe that the accounts are stated somewhat differently from those of last year; this is done in order to bring the form more up to date. You will also notice that the auditor's certificate is also brought up to date. The Premium Income for 1909, as also the balance of Working Account, shows a satisfactory increase as compared with that of the previous year, despite the fact that the rate of exchange at which sterling takings have been transposed into dollars for the purpose of the report is 1d. higher. The increase in our takings is partly due to improved trade during the period under review and partly to advances in rates in several directions brought about by concerted action of companies and the leading members of Lloyd's. This points to greater unanimity amongst underwriters than heretofore, but a great deal has still to be done in this direction before business can be considered to be really on a satisfactory basis. You will notice that we have been able to strengthen our Investment Fluctuation Account more than sufficient to allow for any likely fall in the value of sterling securities. The Exchange Fluctuation Account will not disappear unless the dollar touches 1d., while each rise in exchange increases this fund. Our Reinsurance Fund has risen to £145,000, while our assets have increased by some 4 lakhs of dollars. Taken altogether, therefore, 1909 may be called a good year for us, and owing to careful underwriting enables us to maintain our dividend. My predecessor in the chair told you at your last meeting that \$50 per share must be looked upon as high-water mark, and while I endorse this view for the present there seems to be no reason in the future, if fortune continues to smile upon us, why we should not be able to somewhat increase the dividend by the payment of a bonus to shareholders when the outbreak of any particular year warrants it. It is unwise to be too optimistic, but we have reason to be very hopeful of the future, our business being on a solid foundation and of so widespread a nature as to justify this hope. The divisible balance for the year is \$837,782.87, which we recommend should be appropriated as follows: The payment of a final dividend of \$20 per share, the addition to Sterling Reserves Fund of £10,000 and the carrying forward of the balance to Underwriting Suspense Account. The figures for 1910 are quite satisfactory, showing as they do a steady increase, and your directors feel that they are quite justified in recommending the payment of an interim dividend of \$30 per share and a bonus of 20 per cent. on contributory business. You will be glad to hear that while giving shareholders and contributors full consideration we have not forgotten our staff, through whose unremitting efforts the Society maintains its premier position. We have voted a bonus of 15 per cent. of a year's salary to the Provident Fund of each member who is in our service on the 30th of this month. Before proposing the adoption of the report I shall be glad to know if any shareholder wishes to ask any questions.

There being no questions, the CHAIRMAN proposed that the Report and Accounts as presented be adopted and passed.

Mr. A. HARRIS seconded and said:—Sir, I rise to second the resolution, and before formally doing so I may be allowed to make a few remarks. These remarks naturally arrange themselves under three heads. The report is a very satisfactory one, and on the thanks are due to the Board and the Secretary for the able manner in which the business of the Union has been conducted—ability which has again been crowned with success. It is gratifying to learn that so widely are our roots spread and such a firm hold have they taken in the vast field of insurance that the future can be faced with confidence. The magnificent reserves we have built up, in conformity with the policy so repeatedly urged in this board-room, have been added to and we carry forward a very handsome sum. Our

directors would appear to be able to call up funds, some profits from some unrecognised or forgotten source. If this is so, one can but express the hope that a further slight-of-hand next year may agreeably surprise us. With reference to your remarks, sir, upon combination and improved rates, it is interesting to note what the Chairman of the Yangtze Insurance Society of Shanghai has to say on the same topic in his recent speech. It is also with pleasure, I am sure, we hear that the cold water douche of last year's speech has not been repeated and that shareholders may look forward to a bonus in addition to the dividend when conditions warrant its distribution—limitations that I hope will be liberally interpreted. A silver dividend in the terms of a 2/- dollar would not come amiss as a beginning. I notice that the accounts for 1910 lump together the amounts due to sundry debtors with branch and agency balances which have hitherto been kept apart. I suppose there is some practical reason for this. My second heading, sir, concerns the offer made by this Company to the North China Insurance Company. You have just told us that the matter is at an end: the offer having been refused by the latter Company. But, sir, if the reasons which prompted the offer were good and sound ones, a rejection based perhaps in part on a belief that terms offered were insufficient does not make them less sound. And if the elimination of competition and the reduction of working expenses only possible under existing conditions by amalgamation, are desirable in the interests of our joint businesses, and in view of the peculiarities and risks of insurance work in the world, I am inclined to doubt if the matter can or should rest where it is now. Shareholders in the North China are disappointed that the terms of the Union offer and the grounds upon which it was refused were not notified to them. It does seem somewhat extraordinary. I believe that there has been some considerable misunderstanding as to the objects and value of the offer. It appears to have been thought that the Union was in a bad way and was in need of North China's resources. That the Union could not keep up its dividend, and that generally we needed bolstering up so forth. Sir, it is admitted that the years 1907 and 1908 were bad ones in the insurance world, in particular the year 1908. The Society has nothing to fear from the closest investigation. In making calculations as to the position of the Union it must be forgotten that the assets of the affiliated Company, the China Traders, must be taken as being assets of the Union. So far as I can learn this was not done by the North China when examining into the Union offer. For instance, an alleged Union loss and expense ratio over a four-year period of 95 per cent. is easily seen to have been based on incorrect data and imperfect information. Exact figures of Union business are not at my command, but I am in a position to give these comparative figures. The percentage that charges bear to premium have been ascertained to be

1905 1909
per cent. per cent. per cent.

Union 16.31 14.95 —2

China Traders 23.13 14.95 —8

North China 25.47 30.59 +4

Sir, it is not necessary, nor is this the place, to go further into details of misunderstandings and errors in order to make clear the reasons and the value of the offer made by the Union to the North China. Speaking in 1907 Mr. D. R. Law, whom many of us miss from Hongkong, said: "I would further congratulate the Directors and Management on the highly successful issue of the negotiations for the absorption of the China Traders Marine Insurance Society; controlled by us both." The China Traders will greatly benefit in every way. Companies will greatly benefit in every way, and I think we may look forward to an era of continued and increasing prosperity." Sir, these forecasts have been amply verified since the year in which they were made. So far as I can learn this was not done by the North China when examining into the Union offer. For instance, an alleged Union loss and expense ratio over a four-year period of 95 per cent. is easily seen to have been based on incorrect data and imperfect information. Exact figures of Union business are not at my command, but I am in a position to give these comparative figures. The percentage that charges bear to premium have been ascertained to be

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

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P.O. Box 35. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.O. 6th Ed. Lieber's.

NEW ADVERTISEMENTS

WANTED.

A COMPRADORE of good standing for a European Firm in Hongkong. Security at least \$50,000 C.A. Apply to "A.B." Care of "Daily Press" Office. Hongkong, 27th April, 1911. [645]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909, and an INTERIM DIVIDEND of Thirty Dollars per Share for the year 1910, will be payable on WEDNESDAY, the 26th instant.

Warrants may be had on application at the Office of the Society on and after that date.

By Order of the Board.

C. MONTAGUE EDE, Secretary. Hongkong, 27th April, 1911. [644]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 28th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, as cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwritten.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, 26th April, 1911. [643]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hell's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 26th April, 1911. [641]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "AMERICA MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 29th inst., at 5 P.M., will be landed at Consignees' risk and expenses and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, the 4th May, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before 10th May, otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 26th April, 1911. [642]



NOTICE TO MARINERS.

THE COAST INSPECTOR, MARITIME CUSTOMS, Shanghai, Reports a Steamer SUNK in the following position:—Elgar Island bearing SSW, distance 4 miles. C. W. BECKWITH, Commander, R.N. Harbour Master, &c. Hongkong, 25th April, 1911. [638]



WANTED.

WILL any Person who witnessed the Motor incident near No. 2 Police Station on Friday Evening last, in which a Chinese was injured, communicate with the CAPTAIN SUPERINTENDENT OF POLICE. Hongkong, 26th April, 1911. [639]

PUBLIC COMPANIES

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 4309, dated 3rd April, 1895, for Two Shares No. 8,771 and 17,545 in this Company standing in the name of Mrs. ANNA JOSEFA CARNEIRO DE LECAROZ (since deceased) of Macao, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

C. PEMBERTON, Secretary. Hongkong, 25th April, 1911. [634]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 3046, dated January, 1890, for Twenty-five Shares, Nos. 19,271 to 19,275 and Nos. 19,651 to 19,670, and the Certificates No. 1,126, dated 1st February, 1899, for Twenty Shares, Nos. 5,871 to 5,875 and Nos. 7,901 to 7,915 in this Company, standing in the name of Mr. JUAN DECAHOZ (since deceased) of Macao, have been LOST, and if at the expiration of One Month from the date hereof the above documents be not forthcoming other Certificates will be issued by the Company and thereafter no others will be acknowledged.

C. PEMBERTON, Secretary. Hongkong, 25th April, 1911. [635]

FOR SALE

FOR SALE OR TO LET.

"K ENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandah; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd February, 1911. [270]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER.

FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [111-12]

ON SALE.

HONGKONG HANSAARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRICE—\$3. DAILY PRESS OFFICES. Hongkong, 21st February, 1911.

GRACA & CO.

PEDDE, Sr. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARES, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911. Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited. [544]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [609]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORNING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," &c.).

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwei-kiang, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE—\$3.50

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Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

10, MOUNTAIN VIEW, Furnished.

Apply— "Y. Z."

Care of "Daily Press" Office. Hongkong, 4th April, 1911. [491]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BING, the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910. [623]

INTIMATIONS

NOTICE.

BY Permission, an Address will be presented from the Freemasons of Hongkong and South China to HIS MAJESTY KING GEORGE V. on the occasion of his Coronation. Signature sheet has been sent to the several Lodges of the District.

Any Brother not being on the Roll of the said Lodges and who is desirous of signing the Address may do so by applying to Messrs. KELLY & WALSH, LTD., or to the MASONIC HALL, on or before FRIDAY next, 23rd inst. Hongkong, 26th April, 1911. [637]

FRIDAY,

APRIL 28TH,

9.15 P.M.

PHILHARMONIC CONCERT

BOOKING: [625]

LANE, CRAWFORD & CO.

NOTICE.

COMPRADORE REQUIRED.

A European Firm requires a COMPRADORE of good standing for its Canton Branch, Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADORE" to:

DEACON, LOOKER & DEACON, 1, Des Voeux Road, Hongkong.

KOWLOON MARINE LOT 48, Yau-tai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to:

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 14th February, 1911. [543]

TO LET.

GODOWN, 95 and 96, PRAYA EAST.

Apply— CHATER & MOY, Hongkong, 31st March, 1911. [121]

TO LET.

NODA, 1, DES VOEUX ROAD, Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-tai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

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Hongkong, 14th February, 1911. [543]

TO LET.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[56]



BEWARE OF IMPURE WATER.

"PRANA" SPARKLET Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.
SYPHONS at 20.00 each.
BULBS at 0.90 per box.WHOLESALE BUYERS:
Can obtain at London price from
KWANG SANG HONG, LTD.,
WHOLESALE AGENTS,

246 & 248, Des Voeux Rd. Cont., HONGKONG.

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司公限有行生廣港香

[386]

A WOMAN'S TRIBUTE
TO THE VALUE OF DR. MORSE'S
INDIAN ROOT PILLS WHICH
ENSUREPERFECT HEALTH, RICH BLOOD, CLEAR COM-
PLEXION, SWEET BREATH and regularity
in all the functions.MRS. E. DE LAFOFFAINE writes to us
as follows:

Gentlemen.—I have for some time been an admirer of Dr. Morse's Indian Root Pills. Since I began to use them I have had excellent health; I have kept myself regular and strong by their use. The Souli Chin climate is at all times particularly trying to ladies, but your pills give tone and vigour and overcome these troubles. I always recommend them to my friends as a safe and reliable corrective and promoter of regularity.

I am, dear Sir,
Yours very truly,
MRS. E. DE LAPOONTAINE

The remarkable power of Dr. Morse's Indian Root Pills to overcome female ailments and restore health to sick and delicate women is well and widely known. They are a perfect blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Head-aches, Blotches, Liver and Kidney troubles and all irregularities.

For Sale by all Druggists, Chemists and Medicine Dealers.

WATKINS, LTD.,
Wholesale and Retail Agents,
Hongkong.

[363]

Warm Days

bring with their pleasures some discomforts. Then it is really refreshing to remove every trace of dust and perspiration by using

Calver's
Toilet Soap

and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed and antiseptic—for 10% crystal carbolic is incorporated with it—you will find it not only excellent for the skin and complexion, but also a protection against contagion.

Your local Chemist or Store
sells it in three tablet boxes.
F.C. CALVERT & CO., Manchester, Eng.

TELEGRAPHIC NEWS.

[FROM SOUTHERN NEWSPAPERS.]

BURIED TREASURE DISCLOSED IN SUFFOLK.

London, April 4th.

An exceptional tide has destroyed the beach at Thorpe, to the north of Aldeburgh (in Suffolk), and has disclosed treasure of hundreds of early Saxon coins and antique ornaments.

A COTTON IMPORTER'S SPECULATIONS.

London, April 5th.

Mr. Albert Plan, partner in a firm of Bremen cotton importers, whose speculations brought the firm into difficulties, has been arrested on a charge of fraud. Bankruptcy proceedings were instituted against the firm, which is stated, closed relations with two leading Liverpool cotton firms.

PROSPEROUS CANADA.

Ottawa, April 5th.

A Budget surplus of six millions sterling is announced and is the largest in the history of Canada. It is also stated that desirable immigrants and capital are pouring into the country. All trades are active.

SIR ELDON GORST.

London, April 5th.

Sir Eldon Gorst is leaving Egypt to undergo a cure at an Italian watering place. His health has seriously broken down.

AN EDUCATION BILL.

London, April 5th.

In the House of Commons, at question time, Mr. Asquith stated that Government hoped, after the Parliament Bill was enacted, to carry an Education Bill on the lines of the pledges given to the electors.

THE IMPERIAL CONFERENCE.

London, April 5th.

In the House of Lords, it was announced, in reply to a question by Lord Solihull, that Mr. Asquith would preside at the opening meeting of the Imperial Conference. Afterwards, in Mr. Asquith's absence, Mr. Harcourt, Colonial Secretary, would preside.

COLDEST APRIL FOR OVER A GENERATION.

London, April 6th.

Queen Alexandra, crossing the Channel on her way to Italy, made the voyage in a blizzard. This is the coldest April for forty years.

LORD CREWE'S SON AND HEIR.

London, April 6th.

The King will be sponsor to the son of Lord Crewe, who is to be baptized at the Chapel Royal on the 8th instant.

SALE OF "THE OBSERVER."

London, April 6th.

Mr. W. W. Astor has bought The Observer. Mr. Garvin will continue as editor.

A WEATHER FREAK.

London, April 6th.

A devastating blizzard has swept across Jersey. It is a curious fact, however, that Iceland and the west of Scotland are experiencing summer-like weather.

A POTATO FAMINE PREDOMINANT IN FRANCE.

London, April 6th.

A potato famine is imminent. Prices have increased 50 per cent. in a fortnight, principally owing to the poor French crop in 1910. Matters are likely to be worse yet.

THE ARCHER-SHEE CASE—DISCUSSION
REVIVED.

London, April 6th.

The discussion of the Archer-Shee case—in which Royal Cadet Archer-Shee was dismissed from Osborne in 1908, charged with stealing a Postal Order, but after two years his innocence was admitted by the Court of Appeal—has been revived lately through the publication of the correspondence, in which the father bitterly complains that there has been no expression of regret from Mr. McKenna, First Lord of the Admiralty, or from the Admiralty for the prolonged denial of justice. He claims compensation to the extent of £10,000 for ruining his son's career.

The Admiralty repudiated the claim, reminding the father that shortly before the stealing affair he was warned to remove his son unless he worked better.

In the House of Commons to-day, Mr. Cave raised a debate on the whole question, on Mr. McKenna's salary.

Mr. McKenna vigorously defended the conduct of the Admiralty, but admitted that, at present, the procedure in the case of grave charges was faulty. He had issued amending instructions. As regards compensation, it would never have been mentioned in the warning letter had not the Archer-Shees demanded £10,000 and refused to negotiate on any other basis. He was bound to negotiate in the interests of the tax-payers.

He emphasised his own withdrawal and admitted that it was a case for generous treatment. He was willing to pay fixed costs, but would not give a firm of solicitors a blank cheque.

After a speech by Mr. F. E. Smith, Sir Rufus Isaacs and Mr. Lytton, the latter commenting on the absence of any expression of regret, Mr. McKenna expressed his unqualified regret at the pain suffered by the father and son, and said that he was quite ready to come to an arrangement. He understood that Sir Edward Carson had offered to help, and Sir Rufus Isaacs would endeavour to secure the assistance of Lord Mersey in fixing compensation and the scale of costs. He was glad to leave the matter to Lord Mersey's decision.

Mr. Cave expressed his satisfaction.

ENGLISH RACING.

London, April 6th.

The following is the result of the Craven Stakes:

Irish Wedding (Mr. P. Nolke's) 1
Irish King by Desmond—Favor 1
Mr. Lionel Robinson's ch. c. Gilgandra 2
Sir R. Jardine's ch. c. Pen Alder, by 2
Cylene—Mountain Daisy 3

Won by a head. Five lengths between second and third. Five started.

London, April 6th.

The following is the result of the Newbury Cup:

Rochester 1
Protestant Boy 2
Averus 3

Seventeen ran. Won by a head, with four lengths between the second and third.

The betting was:—100 to 8 against Rochester, 100 to 7 against Protestant Boy, 7 to 1 against Averus.

ITALY AND STATE INSURANCE.

Rome, April 6th.

The Government will shortly introduce legislation for the creation of a State monopoly of life insurance. The revenue will be entirely devoted to old age and invalidity pensions for workmen.

MR. BALFOUR ON HOME RULE AND SOCIAL REFORM.

London, April 7th.

At a Unionist demonstration at Lambeth, Mr. Balfour accused the Government of deliberately plotting to pass Home Rule over the heads of the electorate. He dwelt on the dangers of Home Rule to Imperial unity. He said that a necessity of the Unionist programme was social reform.

BATTLESHIP WITH OIL ENGINES.

London, April 7th.

At a conference of the Institution of Naval Architects in London, Mr. Diesel, the oil-engine inventor, stated that a battleship with his engines was already in execution. He was forced to say more.

AN EDUCATION BILL.

Philadelphia, April 7th.

Mr. Craig Lippincott, President of the Publishing Company, has committed suicide during temporary abeyance.

DEATH OF GENERAL SIR ORIEL TANNER, K.C.B.

London, April 7th.

The death is announced of Lieutenant-General Sir Oriel Tanner. (He was born in 1832, entered the East India Company's Service in the Mutiny Campaign (1857), throughout the Afghan War of 1878-80 (Brezza Sulta, mentioned in despatches) and was in command of the Indian Contingent in the Egyptian Campaign of 1882 (mentioned in Despatches, 2nd-Class Medals). He commanded the Qetta Division in 1883 and was appointed Colonel of the 129th (Duke of Connaught's Own) Baluchis in 1901. He was created a C. B. in 1881 and a K.C.B. in 1882.)

LEAKAGE FROM THE FRENCH FOREIGN OFFICE.

London, April 7th.

Considerable scandal has been created by the discovery of leakages from the French Foreign Office, and an official and two others have been arrested.

The papers say that the contents of stolen documents were used to make Russia believe that France was acting with Great Britain against Russian interests.

There are rumours of the renunciation of the Franco-Russian alliance.

PREPARING FOR HOME RULE.

London, April 7th.

A Committee has been appointed to consider the financial relations between Great Britain and Ireland. Sir Henry Pierrepont is chairman. In addition are six members who are financial and statistical experts and business men, three being English and three Irish. Among the latter is Lord Pirrie.

THE ST. HELENA LACE INDUSTRY.

London, April 7th.

The Queen has given fresh evidence of her interest in the St. Helena lace industry by presenting the school with a series of beautiful designs for the guidance of the workers.

H.R.H. THE DUKE OF CONNAUGHT.

London, April 8th.

The Duke of Connaught has been suffering from bronchitis, but is considerably better.

KING GEORGE'S CORONATION.

London, April 8th.

His Majesty the King has granted the use of Westminster Hall for a luncheon to be given to the Parliamentary delegations from the Dominion to the Coronation.

MR. WINSTON CHURCHILL AWARDED
NOMINAL DAMAGES.

London, April 8th.

Mr. Winston Churchill has been awarded nominal damages in a slander case against a Conservative working-man speaker who said at a meeting in Devonshire that Captain Bell was a brave man and faced the enemy, not like Mr. Churchill, who broke his parole. The counsel for the defendant apologised and promised that the slander should not be repeated. It was therupon explained that Mr. Churchill did not desire heavy damages.

LORD CREWE'S HEIR BAPTIZED IN THE
CHAPEL ROYAL.

London, April 8th.

Lord Crewe's son was baptised in the Chapel Royal to-day. The King and Lord Rosebery attended as sponsors and signed the register. Messrs. Asquith, Burns, and Harcourt also signed at the King's suggestion.

THE COTTON FRAUDS.

London, April 8th.

The members of the firm of Steele, Miller & Co. are being tried at Aberdeen, Mississippi, on a charge of issuing forged bills of lading. The accountant who examined the books of the firm said they showed the existence of fraudulon bills for 43,250 bales of cotton.

THE AMERICAN MINING DISASTER.

London, April 8th.

The King has offered a gold cup worth £5000 for a horse-jumping contest at the International Horse Show at Olympia. The contest is open to individual officers of any nationality.

LISBON NEWS.

London, April 8th.

A group of men armed with revolvers entered the Arsenal yesterday and attempted to incite the men to revolt, but were unsuccessful. They then boarded the cruiser San Roque, whose crew also refused to receive them. They escaped.

THE AMERICAN MINE DISASTER.

Littleton, Alabama, April 9th.

Forty-five of the condemned convicts have been released alive. The position of the others is hopeless. They are all negroes except thirty.

ENGLAND'S MULTITUDE OF NEW OFFICIALS.

London, April 10th.

The Daily News, discussing the grievances of the low civil servants regarding promotion, animadverses most strongly on the multitudinous posts created in connection with the labour Exchanges and the Land Valuation, and if it is Mr. Lloyd George's intention to fill in a similar manner the new offices under his Insurance scheme, the journal declares, these appointments are already condemned by results.

A HARSH COURT RULE REVIVED.

London, April 10th.

The Daily Express states that Queen Victoria's rule is to be revived, excluding all divorced persons from the Court without distinction.

CHINESE PORK AS A PLAGUE CARRIER.

London, April 10th.

INTIMATIONS

Study it part by part, examine it as you will, you will find nothing but sterling integrity in every detail of the

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[533-2]

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HONGKONG AND ITS DEPENDENCIES

MACAO
FRANCE INDO-CHINA

Huon Annam Tourane
Haiphong Hue Saigon
Tonkin Provinces Quinhon Cambodge

PHILIPPINES

Manila Dolo Cebu
BORNEO

SARAWAK
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THE MAPS AND PLANS

have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of the following—

COLOURED PLATE OF FLAG OF FOREIGN HONOR

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF CORE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TAIPEH

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p. Comdr. A. Lowndes, Shanghai.
Astute, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p. Captain E. B. Kiddle, Shanghai.
Atlas, admiral's tug, 615 tons, 1,400 i.h.p. Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 h.p. Lieut. Comdr. B. G. Washington, Hongkong.
Britannia, gunboat, 710 tons, 900 h.p. Lieut. Comdr. J. M. Barker, Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d. Comdr. H. Lyons, Shanghai.

Cherub, water tank and tng, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Yeale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 3,700 i.h.p. Lt. Comdr. H. S. Monroe, en route to Shanghai.
Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p. Captain J. Nicholas, Hongkong.

Gaudy, torpedo-boat destroyer 295 tons, 5 guns, 4,000 h.p. Lieut. Comdr. H. Guy Stopford, Hongkong.

Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p. Lt. Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p. Lt. Comdr. M. B. R. Blackwood en route to Shanghai.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000. Capt. S. J. Farquhar, cruising.

Kinabu, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyons, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p. Commr. B. O. M. Dary, Hongkong.

Mimosa, armoured cruiser (disposition Vice-Admiral Sir A. L. Winsor, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,300 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O. Hongkong.

Moorsom, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leath, West River.

Newcastle, 2nd class cruiser, 4,000 tons, turbines, Captain George P. E. Hunt, D.S.O. Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p. Lt. Comdr. Claude Hillersden-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p. Comdr. Lamb, en route to Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt. Comdr. Commo A. O. Douglas, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. E. J. J. Scatthby, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. Malcolm Murray, Yangtze.

Taku, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.

Teal, river gunboat, 180 tons 2 guns, 800 i.h.p. Lieut. Comdr. E. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p. Lieut. Comdr. M. B. Ballie-Hamilton, Shanghai.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Willing, Yangtze.

Woodpecker, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. B. R. Brooks, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN

Kaiserin Elisabeth, Austrian protected cruiser 4,000, Fregattenkapitän Oskar Hanse, Northern Waters.

Panther, third class cruiser, 1,530 tons, Fregattenkapitän Theodor Skerl, Ed. von Schmidtke.

ACHÉRONE, French

Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p. Lieut. Bertrand, Saigon.

ALGER, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p. Commander Fournier, H'kong.

ALONETTE, gunboat, 508 tons, 7 guns, 40 h.p. Commander Badin, Saigon.

ARGUS, river gunboat, 180 tons, 6 guns, 570 h.p. Lieut. Audouard, Brest.

BALISTIQUE, gunboat

BALISTIQUE, gunboat, 140 tons, Reserve, Saigon.

CARABIN, gunboat, 164 tons, Reserve, Saigon.

DEUTSCH, gunboat, 630 tons, 10 guns, 900 h.p. Lieut. de Linard, Shanghai.

DUPLEX, armoured cruiser, 7,078 tons, 26 guns, 17,000 h.p.

DESSAIX, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.

D'HERBIERE, gunboat

ESTOIA, gunboat, 141 tons, Reserve, Haiphong.

ESTUAR, submarine, 70 tons, 60 h.p. Lieut. Combat, Saigon.

FRONDE, destroyer, 300 tons, 7 guns, 6,300 h.p. Commander de la Roche Kerandron, Saigon.

HELIOTROPE, gunboat, 150 tons, 8 guns

LYNCH, sub-marine, 70 tons, 6 h.p. Lieut. Marre, Saigon.

MONCALM, armoured cruiser (flagship), 9,367 tons, 36 guns, 19,600 h.p. Rear Admiral de la Croix de Castries (Commander-in-Chief).

MARCHE, surveying-ship, 1,625 tons, 10 guns, 900 h.p. Commander Ragot de la Touche, Saigon.

MONTFORT, destroyer, 300 tons, 7 guns, 6,300 h.p. Commander de la Roche Kerandron, Saigon.

PÉGASUS, gunboat, 1,300 tons, 8 guns, 1,600 h.p. Lieut. Pugib, Tongku.

PERLE, submarine, 70 tons, 60 h.p. Lieut. Monnier, Saigon.

PISTOLET, destroyer, 300 tons, 7 guns, 7,000 h.p. Commander Mortenol, Hongay.

PROTEGE, sub-marine, 70 tons, 60 h.p. Lieut. Morris, Saigon.

REDOUTABLE, battleship (reserve), 9,330 tons, 37 guns, 6,200 h.p. Capt. Dronet, Saigon.

STYX, armoured gunboat, 1,300 tons, 8 guns, 1,600 h.p. Lieut. Seriot, Saigon.

TAKOU, destroyer, 230 tons, 6 guns, 6,500 h.p. Lieut. Reserve, Saigon.

VILLENAVE, torpedo-depot, Commander Mortenol, Hongay.

VÉDÉRAN, torpedo-depot, Lisul-Bibol, Cap Saint-Jacques.

VIGILANTE, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut. Dumonin, Siktang.

GERMAN

ARONA, cruiser, 2,719 tons, Captain von Hupper Amy.

BITIA, gunboat, 1,000 tons, 10 guns, h.p. Captain Lanz.

JAGUAR, gunboat, 300 tons, 10 guns, 1,300 h.p. Captain Graf von Postlowitz-Welzow.

LEOPOLD, cruiser, Captain Engel.

MAURITZ, gunboat, 1,200 tons, 10 guns, 1,200 h.p. Captain Lanz.

MONSIEUR, gunboat, 1,200 tons, 10 guns, 1,200 h.p. Captain Lanz.

REINHOLD, cruiser, 6,028 tons Comdr. A. C. Stott.

ROBERT, gunboat, 1,200 tons, 10 guns, 1,200 h.p. Captain Lanz.

SCHEHERAZADE, gunboat, 1,200 tons, 10 guns, 1,200 h.p. Captain Lanz.

THOMAS, gunboat, 1,200 tons, 10 guns, 1,200 h.p. Captain Lanz.

WILHELM, gunboat, 1,200 tons, 10 guns, 1,200 h.p. Captain Lanz.

WILHELM, gunboat, 1,200 tons, 10 guns, 1,200 h.p. Captain Lanz.

WILHELM, gunboat, 1,2

